

Lincoln Road West Legislation

Suggested Amendments

April 2026

Proposed Changes to Lincoln Road West Legislation:

- **Regulating % of Residential, Not its Location:**

- **Current: *All portions of the project above the first level shall consist of non-transient residential uses.***
- **Proposed: *Minimum of 60% of its gross floor area for non-transient residential uses.***
 - Supports live-work-play urban model.
 - Avoids 2nd and 3rd floor residential units, not desirable in major transit corridors like Alton Road.
 - Limited ground floor space remains for commercial use due to back-of-house needs and micromobility requirements.
 - Revenue from retail and commercial subsidizes overall project economics, reducing pressure to increase residential rents.

- **Micromobility – Right-Sized Approach**

- **Current: *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure.***
- **Proposed: *Micro-mobility station with no less than 20 micro-mobility devices to be provided within the confines of the property.***
 - 40% allocation, regardless of its location, is misaligned with actual, realistic demands.
 - Micromobility remains a supplemental mode of transportation – not a primary mode – for most residents, especially in often rainy and unpredictable climate like Miami's.
 - Over-allocating space leads to underutilized areas and displaces critical uses like housing, residential units, amenities.

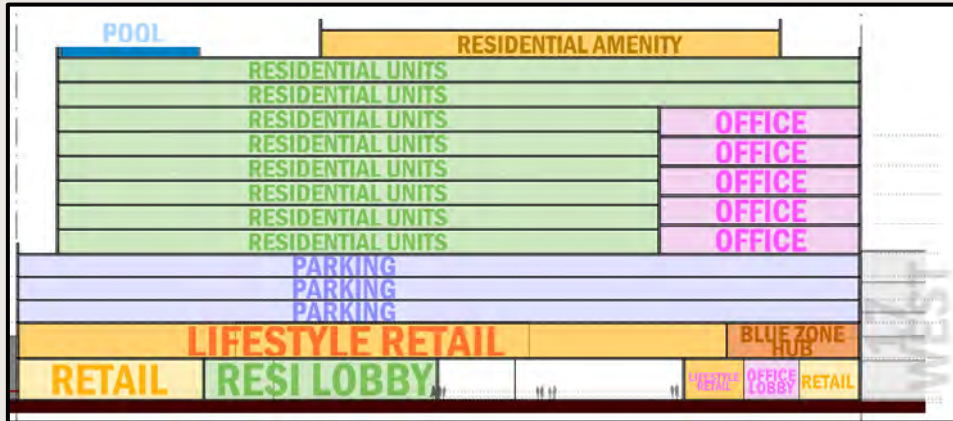
- **Parking – Allow Practical Flexibility**

- **Current: *Off-street parking spaces, if provided, shall not exceed 20% of the number of off-street parking spaces required under parking tier 1.***
- **Proposed: *Applicants may request a Waiver from the planning board to provide up to 80% of the number of off-street parking spaces required under parking tier 1.***
 - Shift from micromobility and transit will occur gradually.
 - Future residents will have to compete for already limited on-street parking.
 - Supports retail viability and residential leasing demand
 - **Necessary for project financing and success.**

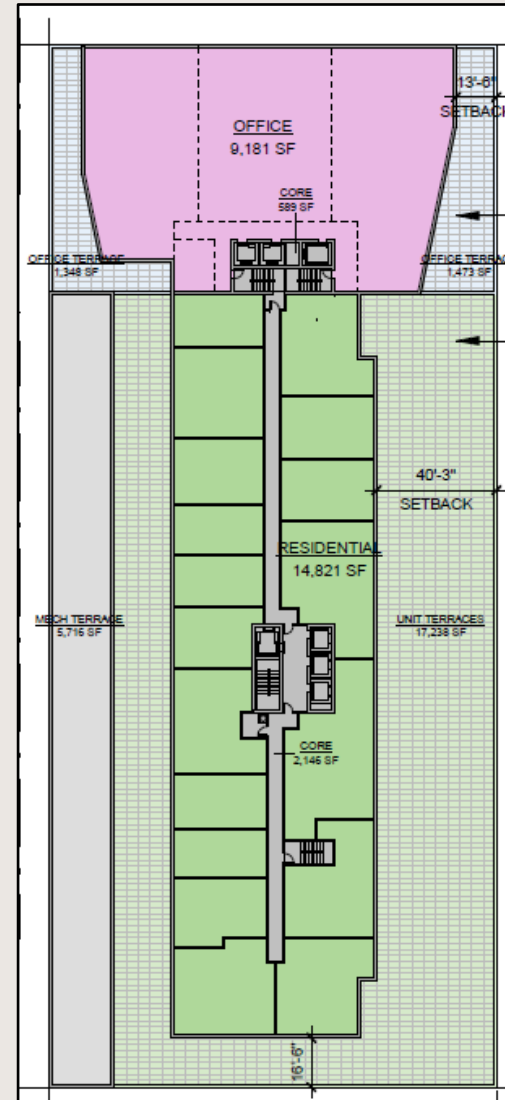


Proposed Changes to Lincoln Road West Legislation: Minimum Residential Area

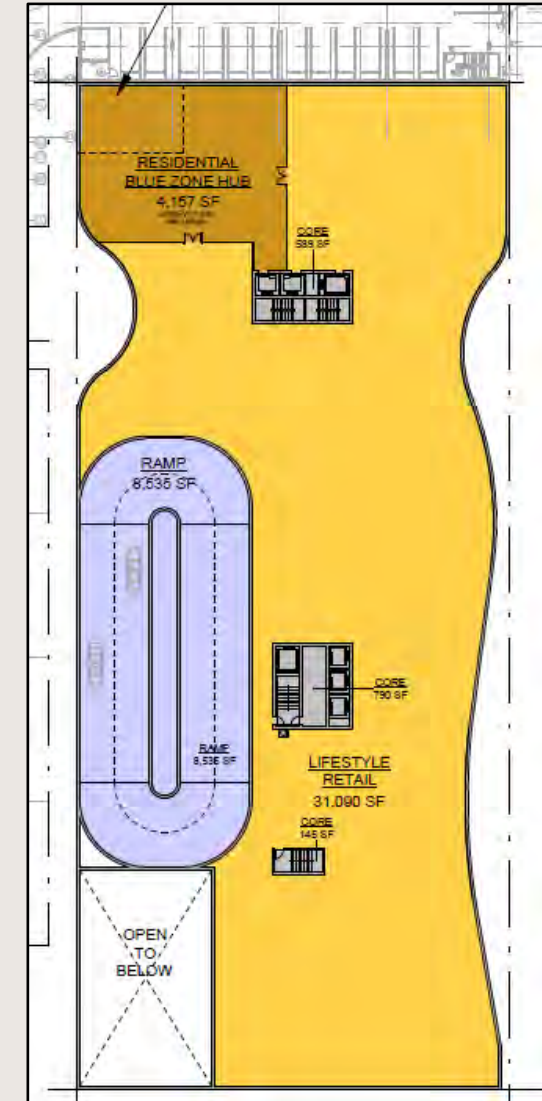
- **Current:** All portions of the project above the first level shall consist of non-transient residential uses.
- **Proposed:** Minimum of 60% of its gross floor area for non-transient residential uses.



Typical Office & Residential Floor Plan



Proposed 2nd Floor Retail



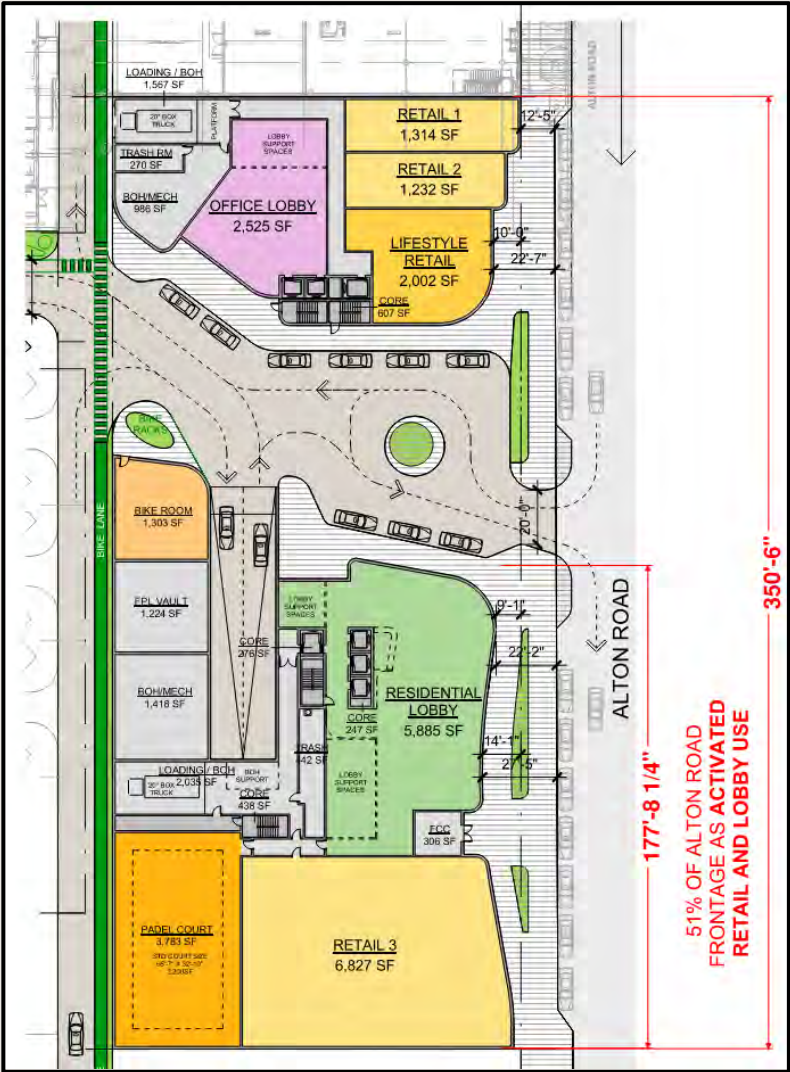
Proposed Changes to Lincoln Road West Legislation: Micro-mobility

Current: *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure.*

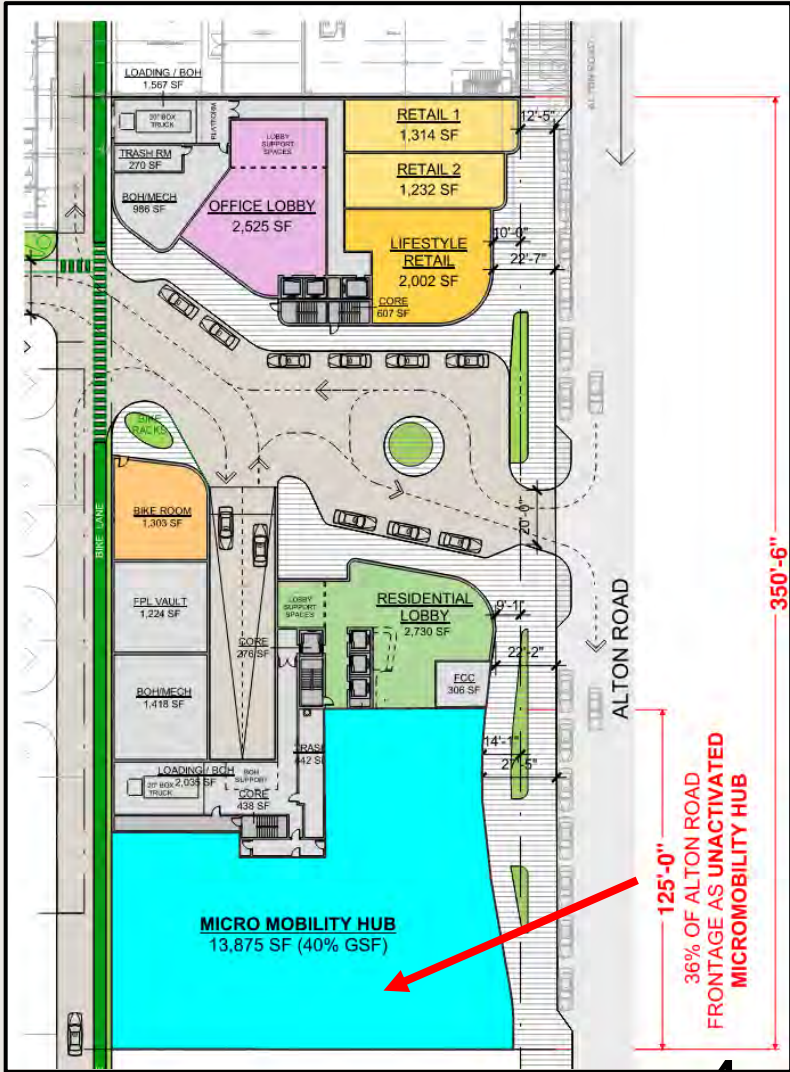
Proposed: *Micro-mobility station shall constitute not less than 40% of the ground floor area of the structure, not to exceed 6,000 square feet.*

	Proposed	Micro-Mobility	Delta
L1 Retail	11,375 SF	4,548 SF	(6,827 SF)
Resi Lobby	5,885 SF	2,730 SF	(3,155 SF)
Amenity	3,783 SF	0 SF	(3,783 SF)

Proposed Ground Floorplan:



Floorplan w/ 40% Micromobility Requirement:



Proposed Changes to Lincoln Road West Legislation: Parking

Current: *Off-street parking spaces, if provided, shall not exceed 20% of the number of off-street parking spaces required under parking tier 1.*

Proposed: *Full parking tier 1 for commercial and office uses, 1 space per residential unit.*

Program	Qty	<u>Lincoln Road West:</u> 20% of Tier 1 Req	<u>Proposed Change:</u> 1:1 Spaces per Unit Tier 1 for Commercial
Residential	+/- 184 units	0.30 spaces per unit	1.00 spaces per unit
Retail	+/- 43K RSF	1 space per 1,244 SF	1 space per 250 SF
Office	+/- 61K GSF	1 space per 2,000 SF	1 space per 400 SF



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Thank you.



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